

Fairland Road Improvement -- No. 500402

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Fairland-Beltsville**
 Relocation Impact **None.**

Date Last Modified
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 Required Adequate Public Facility

May 20, 2004
7-208(04 App)
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	1,439	34	611	794	16	318	250	210	0	0	0
Land	1,816	0	233	1,583	832	751	0	0	0	0	0
Site Improvements and Utilities	2,703	0	0	2,703	0	100	200	2,403	0	0	0
Construction	4,578	0	0	4,578	0	60	2,778	1,740	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,536	34	844	9,658	848	1,229	3,228	4,353	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	9,036	34	844	8,158	848	1,229	1,728	4,353	0	0	0
State Aid	1,500	0	0	1,500	0	0	1,500	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				10	0	0	0	0	5	5	0
Energy				10	0	0	0	0	5	5	0
Net Impact				20	0	0	0	0	10	10	0

DESCRIPTION

This project provides for the design and construction of roadway improvements on Fairland Road from US 29 to the Prince Georges County line. The roadway will be widened from a two-lane, open section road to a three-lane, closed-section roadway (two 15-foot lanes and an 11-foot center turn lane) for the entire project length, approximately 7,130 feet. The project also entails installation of curb and gutter, storm drain system, a 5-foot sidewalk on the north side of the road, an 8-foot hiker/biker path on the south side of the road, and intersection improvements along the project corridor, as well as provision of landscaping and streetlighting. The storm drain system design is based on the ten-year storm frequency.

Service Area

Fairland.

Capacity

The Average Daily Traffic (ADT) on Fairland Road for the year 2020 is forecast to be 18,500.

JUSTIFICATION

The project is needed to improve safety, accommodate high traffic volumes, improve roadway geometry, improve poor drainage, and provide a safe path for pedestrians and hiker/bikers. The improvements will eliminate substandard features at several high-accident locations.

Plans and Studies

Project has been developed based on a planning study for Fairland Road, and as prescribed by the Fairland Master Plan. A review of impacts to pedestrians, bicyclists and ADA requirements (Americans with Disabilities Act of 1991) has been performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA maps, bikeways and other pertinent issues have been considered for the design of the project to ensure pedestrian safety. This project is a part of the Executive's Go Montgomery! program.

Cost Change

Not applicable.

STATUS

Final design stage.

OTHER

The SHA asked the County to revise the design plans for Fairland Road to incorporate the higher elevation and to construct the roundabout at Brahms Avenue as a two-lane roundabout, instead of the single-lane as originally scoped. The SHA has agreed to reimburse the County for costs associated with this scope change which is estimated to be \$1.5 million.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY04	(\$000)
Initial Cost Estimate		10,536
First Cost Estimate		
Current Scope	FY04	10,536
Last FY's Cost Estimate		10,536
Present Cost Estimate		10,536
Appropriation Request	FY05	0
Appropriation Request Est.	FY06	8,426
Supplemental		
Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation		2,110
Expenditures/		
Encumbrances		416
Unencumbered Balance		1,694
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
 Maryland State Highway Administration
 Utility Companies
 Prince George's County (DPW)
 Department of Permitting Services
 Facility Planning: Transportation

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP

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